

APRIL 17, 2009

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**BY HAND DELIVERY**

The Honorable Anne K. Quinlan  
Acting Secretary  
Surface Transportation Board  
395 E Street, S.W.  
Suite 101  
Washington, D.C. 20423-0001



Subject      Finance Docket No. 34914 -- *DesertXpress Enterprises LLC, Petition for  
Declaratory Order – Petition to Intervene and Reopen*

Dear Secretary Quinlan

We are filing a letter in support of our Petition referenced above, from the Mayor of  
Anaheim, California, dated April 14, 2009

Sincerely yours,

A handwritten signature in black ink, appearing to read "Robert P. vom Eigen".

Robert P. vom Eigen

RVE:dmo

Enclosures

**ENTERED**  
Office of Proceedings

APR 17 2009

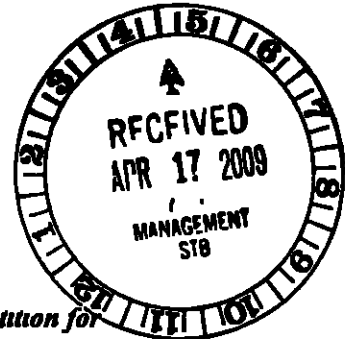
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Public Record



CITY OF ANAHEIM  
MAYOR CURT PRINGLE

April 14, 2009

The Honorable Francis P. Mulvey  
Acting Chairman  
Surface Transportation Board  
395 E Street, S W , Suite 101  
Washington, D C 20423-0001



**RE: Finance Docket No. 34914 – *DesertXpress Enterprises LLC, Petition for Declaratory Order***

Dear Chairman Mulvey

I am writing in support of the petition submitted by the California-Nevada Super Speed Train Commission ("CNSSTC") and the American Magline Group ("AMG") to reopen and intervene in the above-captioned *DesertXpress* proceeding. At this time, I urge the Surface Transportation Board to grant the petition for a Declaratory Order in order to prevent the *DesertXpress* project from receiving an unwarranted exemption from certain California state law requirements.

The City of Anaheim serves as the designated western terminus of the California-Nevada Interstate Maglev Project ("CNIMP"), providing a high speed rail link between Southern California and Las Vegas, Nevada. The CNIMP, which has been authorized by Congress to receive \$45 million in federal funds, will play an important role in upgrading the infrastructure capacity of the region, especially considering the estimated amount of growth within the next 20 years. The CNIMP project will provide safe, reliable, environmentally-friendly, rapid transportation between heavily-populated Southern California and Las Vegas, via the rapidly growing Inland Empire cities of Ontario, Victorville and Barstow.

In light of Congress's strong support for the CNIMP, as well as the strong local support and need for this project, I would strongly encourage the Board to grant the petition of the CNSSTC and AMG to reopen and intervene in the *DesertXpress* proceeding. It would be unfair and unjust for the *DesertXpress* to be exempted from the same California state and local environmental, land use and permitting laws/regulations that the CNSSTC must abide by in the planning of the CNIMP. Considering the similarities between the two projects, I feel that each should have to abide by the same laws and regulations. While the two projects may differ in their designated terminus and chosen technology, these differences do not provide a basis for exempting one entity (*DesertXpress*) and not the other (CNSSTC) from state laws.

Thank you for your attention to this request and I appreciate the opportunity to comment on this matter.

Sincerely,

Curt Pringle  
Mayor

## **CERTIFICATE OF SERVICE**

I hereby certify that I have caused the foregoing transmittal letter and the letter dated April 14, 2009 from Curt Pringle, Mayor of the City of Anaheim, California, to be served by first class mail , this 17th day of April, 2009 on

The Honorable Ray LaHood  
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Director  
Nevada Department of Transportation  
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Carson City, Nevada 89712

Will Kempton  
Director  
California Department of Transportation  
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Sacramento, CA 95814

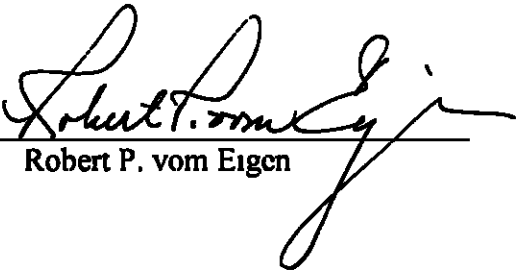
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Robert P. vom Eigen